



The Washington Herald



SECTION TWO

WASHINGTON, D. C. SUNDAY, OCTOBER 2, 1921.

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D. C. SUBURBAN FARMERS SHOWN VALUE OF TRACTORS IN CULTIVATING SOIL

'DEMON' FORDSONS PLOUGH FIVE-ACRE TRACT IN ONE DAY

Washington Branch Ford Motor Co. Gives Tractor Demonstration.

LOCAL MEN ATTEND

Snappy Parade of Forty
Fords Precedes Novel
Event.

With their engines industrially humming, five Fordson tractors ploughed a five acre tract in lightning time last Monday on the estate of former Senator Blair Lee, near Georgia avenue and the District line.

The following local Ford dealers were represented at the demonstration: Hill and Tibbitts, Robey Motor Company, Universal Auto Company, Strobel Motor Company, Parkway Motor Company, R. L. Taylor Company, Donohoe Motor Company, and Stewart's Garage. Each company had a tractor on the field.

Leaving the Washington branch of the Ford Motor Company at 10 o'clock in the morning the procession of tractors and approximately forty Ford automobiles rode up Pennsylvania avenue from John Marshall place, around the Treasury, up Sixteenth street and then to the demonstration grounds.

A huge crowd gathered on the grounds, including many rural folk, evidently interested in the reputation of the Fordson tractors. The tract of ground was about 150 yards deep, but the tractor turned the soil with apparent ease. The depth of the ploughed ground was estimated at nine fathoms.

After all was in readiness for the evening, a machine was attached to the rear of the tractor and the ground was sown with wheat seeds. One of the spectators humorously remarked that former Senator Lee would have little trouble with the high cost of bread in the future, providing his wheat seeds turn out successfully.

The demonstration closed Tuesday with a display of hauling dirt. Huge hauling wagons were attached to the tractors and carried dirt.

Agriculture workers are urged by the Ford motor people to own a Fordson tractor because they claim it is the most economical, simple and durable tractor that can be bought for \$553.20. It is estimated by the Ford people that a tractor uses approximately ten gallons of kerosene a day. It has a twenty-gallon kerosene tank and a small compartment for gasoline which starts the engine.

The following companies were represented at the demonstration: Frederick Lean Manufacturing Company, Stover Manufacturing Company, Backus Motor Company, Oliver Works. Each company had a representative on the field. Harry N. Vaughan, of the Washington branch and Warren G. Eynon, manager, were in charge of the affair. Many Ford salesmen were also on the field.

A Fordson has a twelve horsepower at the draw bar and a twenty-two pulley. It is estimated that there are approximately 200,000 Fordson tractors used in the United States. The engine of the tractor is larger than the one on other cars, having oversized cylinders and crank shaft. It weighs 2,700 pounds. In a book called "The Fordson at Work" the following is quoted: "The Fordson tractor on the farm makes a manufacturer of the farmer. He can go to his work the same as the manufacturer in the city goes to work; it takes the sting of drudgery out of the farmer's life; it makes the farmer a farmer with the Fordson tractor farms with his brain and the tractor does the work. Farming as a mechanical, or factory proposition, will hold close to the farm the boys and girls; the lure of the factory, with its sure rich profits will be more attractive than the factory in the city. In another decade the cry will be coming from the cities for men and women."

STRAY SHOTS FROM WITS

The Automobile Imparts Good Advice.
"Brighten up," says the Headlight.
"Don't be a knocker," says the Cylinder.
"Keep cool," says the Fan.
"Don't blow too much," says the Horn.
"Be a good mixer," says the Carburetor.
"Avoid friction," says the Bearing.
"Retire early," says the Casing.
"Cut out the noise," says the Muffler.
"Be a good fellow," says the Wheel.
"A quick turnover is what counts," says the Crank.
"One good turn deserves another," says the Connecting Rod.
Robert P. Fish.

"I'll be damned," said the River.
"I'm on the run," said the Motor.
"I've been exposed," said the Film.
"Well! I'll be damned," said the Stocking—Emily Maiz, Jr.

So That's What Busts 'Em.
Teacher—"What are we studying today?"
Student—"Informal combustion engines."—Norman M. Dahl.
Is a Miss as Good as a Mile Here?
Slinder—"What are you doing these days?"
Plunger—"I make some hits with lots of misses."—Emily Maiz, Jr.

FORDSON TRACTOR DEMONSTRATED

FORDSON TRACTOR
—MOVES THE EARTH—
SHOW US YOUR JOB



A Fordson tractor exhibited by the Parkway Motor Co., 1005 Wisconsin avenue northwest, tractor demonstration last Monday and Tuesday on the estate of former Senator Blair Lee. It is claimed by the Ford people that there are approximately 200,000 Fordsons used in this country.

SAYS TESTS PROVE STABILITY OF NO-AXLE AUTOMOBILE

Motor Expert Declares Invention Is Based on Sound Principles.

Elbert Hubbard—or was it, Charles Dana who gave the definition of news so tersely—said that if a dog bit a man it warranted only a few lines, but if the man hit the dog, it would warrant a first page spread. It is just such an extraordinary event that prompts this article.

There has been of late, considerable discussion both pro and con in automotive circles regarding the Birmingham No-Axle car that has been putting over some startlingly effective tests during the past few weeks. The consensus of opinion is that the tests to which this car has been put, place it in a class by itself, but there arises in the mind of some the question that if a car having shown that it can stand up under such severe tests, would not one be inclined to be over confident in its stability when using it?

To ascertain how justifiable this fear might be, an interview was had with one of the high officials of the Birmingham Motors Co., manufacturers of the Birmingham No-Axle car. It was realized that the questions to be satisfactorily answered.

NEW YORK-HAVANA AIR ROUTE MADE

Two Cuban Sportsmen Make First Trip on Long Flight.

A bi-monthly aerial service between New York City and Havana, Cuba, was inaugurated last Thursday when two wealthy Cuban sportsmen left the air port, New York, on a flight to Havana in the Aeromarine Navy six-passenger flying boat "Presidente Zayas." They are P. Lopez de Haro and Tegarito Monto. With them went Miss Donna Mobley and Miss Gladys Carruthers of New York.

The new flying boat is on its way to take part in the winter operations between Key West and Havana and is piloted by D. C. Richardson and Richard Greisinger. It will make two stops during the 1,400-mile flight to Havana and it is expected to reach the later city Saturday morning.

The two Cubans were given a remarkable send-off at the air port by a large number of friends including Roberto Hernandez, representative of the United Fruit Company of Cuba, and Fabian Garcia, representative of the Herald de Cuba. The departure of the Presidente Zayas marks the inauguration of a direct flying service between New York and Cuba which is expected to become more frequent toward the end of the year and may develop into a regular weekly service.

CADILLAC OUTPUT RISES TO NORMALCY

Purchase of Motor Cars Generally Improving, Says Rice.

The Cadillac Motor Car Company has resumed a production schedule as great as that of last year, it was announced at a convention of Cadillac's 100 distributors who gathered at the factory from all parts of the country recently to view the new type 41 Cadillac models.
"Indications from all parts of the country," H. H. Rice, president and general manager, stated before the convention, "show generally improving conditions affecting the purchase of motor cars."
"Business men can look for a more receptive mood from the buying public from now on. We believe the bottom has been reached, and that real recovery is actually in progress almost everywhere."

GREATEST DAMAGE IS IN OIL DILUTION, SAYS WARRINGTON

Petroleum Refiners Turn Out Heavy Product, Causing Trouble.

C. H. Warrington, president of the Warrington Motor Company, and president of the Washington Automotive Trade Association recently addressed the Automotive Club on "Cylinder Oils—Dilutions and Its Dangers." Mr. Warrington said, in part:

To the automotive engineer this subject is one of utmost importance and daily is receiving his attention. Few of us realize its predominating influence in motor design of today, and, in fact, for the past two years. Cylinder oil dilution has created more damage, constant and exhaustive study on the part of all the leading designers, than any other element, theory, or practice, that has entered into the internal combustion motor in a decade. The subject entails advanced chemistry both organic and inorganic, as well as detailed metallurgy.

"You remember that three years ago carbonizing cylinders was the last of the car owners' troubles; valves needed little attention, usually being ground on the average of about six or seven thousand miles, and the custom, in not the necessity of draining and flushing the oil reservoir was but a seasonal occurrence. May I ask as to whether such are the conditions today?"

"The ability of the petroleum industry during the past few years to meet the constantly increasing demand for gasoline and lubricating oils of all classes has been accomplished only by turning out products that have been becoming gradually heavier and less volatile. This condition immediately placed the motor designer in an embarrassing position, relatively speaking. His motor design through years of exhaustive tests carried on with a fuel light in density and extremely low volatility, could not handle this new fuel with the same degree of efficiency. The condition presented, therefore, was none other than extreme unbalances, namely the engine, its fuel and lubricating oil, and the method of engine design.

It is not difficult to recall that in January, 1919, the car manufacturer began announcing many and varied designs of inlet manifolds, radical changes in cooling and circulating systems, restricted water jackets around cylinders, changes in cam design, valve sizes and lifts, dual valves, etc. Either the fuel and lubricating oil must be improved or engine designs changed. Completing exhaustive studies of the former, namely, fuel, it was readily understood that, commercially, this was impracticable in the face of unknown demands on nature, as oil refineries, and, therefore, engine design must change to handle this new fuel as efficiently as the previous motors had handled the more volatile fuels and lubricating oils. This was subsequently done, and conclusively proved through many and varied tests that these newly designed motors reached the efficiency of previous ones using the heavier and less volatile fuel.

"This condition, however, has developed the dilution problem. The same condition existed before but the fuels in use at that time being more volatile, the thinning out of the lubricating oil did not reach a point where it did not support lubrication. Leakage will always occur in any oil cycle engine irrespective of the type or nature of the fuel used—a point by the way, emphasizing the direct need of a constant and proper piston ring seal to reduce these leakages to a minimum."

Bonar Law to Head British Delegation

According to informal advice, which have reached official Washington, the British delegation to the conference on limitation of armaments has been selected and will consist of the following:
A. Bonar Law, former chancellor of the exchequer and leader of the House of Commons.
Winston Churchill, secretary of state for war.
Arthur H. Lee, former British military attaché at Washington and member of Parliament from Farham.
H. A. L. Fisher, president of the British Board of Education.

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Franklin 5627

AUTOMOBILE CYLINDERS WEAR THIN AS PISTON SWINGS OUT

Weight of Piston Itself Causes Little Wear on Cylinders.

Automobile cylinders undergo a centrifugal force due to the weight of the connecting rod which tends to increase its load and therefore its tendency to wear. Therefore, why take a horizontal motor in which the connecting rod and piston are carried on the cylinder wall where the area is some twenty times as great and just as well lubricated as the crankpin which is already well loaded? A bit of serious study will soon make it plain that it makes no difference whether a motor is built horizontally or vertically, the tendency is always to wear the cylinders out of round.

With some horizontal cylinder motors and a few others, the cylinder walls are cast separate from the water jackets so that when the walls are worn out of round, sufficiently to affect the power output of the motor they can be replaced with new walls; or if the cylinders are taken out and turned so as to bring the wear into another position, it is possible to run the motor for several years and still the cylinders will remain round. This removable cylinder wall also makes it possible to replace the cylinder, making an old motor as good as a new one, and also making a very cheap repair in case of a scored cylinder from any cause whatever; and this is a very common trouble with practically all makes of motors.

Waffles Explosions

Muffler explosions while the engine is running indicate a missing spark plug. When the spark does not jump regularly across the points of the plug, the unburned gases of that cylinder pass into the exhaust pipe. When this is immediately followed by a flaming hot exhaust of the succeeding cylinder, this unburned mixture is ignited. The explosion actually takes place in the exhaust pipe, though the noise reaches the ear from the muffler's pigtails. As it is necessary for a combustible mixture to pass into the exhaust pipe in order for a muffler explosion to occur, such a combustible charge is possible only when the ignition system has failed or the bearings take and there are two main bearings to assume the thrust of the cylinder. If such explosions occur, any one piston and only one connecting rod bearing. It also gets suspected.

OLD BRAKE RECORD SMASHED AS AUTO USES NEW SYSTEM

Four Test Stops Made Show Successful Results.

A new standard of braking power is claimed by officials of the Cole Aero-Eight cars according to an announcement made last night. The new brakes on the Cole models were subjected to a series of tests a few days ago in Indianapolis. Results of the test show that the standard Cole, fully loaded, bettered the record of braking power fixed by the American Automobile Association.

The test resulted in the following: Ten miles an hour, stop in eight feet nine inches; twenty miles an hour, stop in thirty-eight feet; thirty miles an hour, stop in ninety feet; forty miles an hour, stop in 150 feet. Each stop made Transportation Cheaper.

Automobile transportation, which is universally recognized as a necessity today, is within the reach of more people with small incomes than at any time since the beginning of the world war.

As an example of this statement, an announcement is made by the Cole people that the price on their "Four-Nets" touring car is \$525, by the Cole is comparatively less than former stops recorded by the A. A. A.

Officials of the Cole contend that their car will be in less danger of a traffic accident with the new braking system established. They claim that a Cole at forty miles an hour can stop at fifty feet less than the average car going the same rate of speed.

A new design of brakes, finished with unique workmanship is the reason for the new record. It is said. The size of the brakes is the same as on older models, but the brake drums of the new Cole system are turned up on lathes and can be checked for accuracy.

It is said that the entire braking principle is reversed, as a result of the Cole tests. The brakes on the Cole operate from the bottom over the top of the drum instead of from the top over the bottom as in several other types.

Every Motorist Should Read This Letter

Cars leave Frederick, Md., 8 A. M. and 5 P. M. Cars leave Raleigh Hotel, Washington, D. C., 9 A. M. and 4 P. M.

The Frederick and Washington Bus Line

W. V. WOLF, Proprietor

Phone 345-J. 124 E. Third Street, Frederick, Md.

Frederick, Md., Sept. 23, 1921.

Dear Mr. McReynolds:
The Commercial Auto and Supply Co.,
817 14th St. N. W., Washington, D. C.

Dear Mr. McReynolds:
I would be lacking in appreciation if I failed to tell you of the wonderful service I have received from my Studebaker car.

I have driven one of your Studebaker Seven-passenger Touring Cars, with an average load of six passengers and baggage, more than 163,000 miles in my Washington-Frederick Bus Line business, over rough roads and heavy grades, rain or shine, in making my daily schedule and numerous side trips. Despite this very heavy usage, its gasoline consumption has been very economical and, including the time required to burn carbon and make minor repairs, the car has been out of continuous daily use less than one week.

This Studebaker car is now in excellent running condition, and my patrons and myself have long since learned by actual experience to confidently depend upon it to handle this traffic.

When I consider that I have driven this car in all kinds of weather, through heavy snow, and under a wide range of road conditions, I feel sure that I have received more than money value.

As this car has stood the test of time and traffic and has clearly proved its worth to the public and to me—proved to be the best by test—and as it has just completed 1,541 consecutive trips between Washington and Frederick without a skip or a break, I have decided to add Studebakers to my fleet when I make my next purchase.

With best wishes, I am,
Yours very truly,
THE FREDERICK and WASHINGTON BUS LINE.
(Signed) W. V. WOLF,
Proprietor.

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